

THE DAILY CRITIC, MONDAY EVENING, OCTOBER 13, 1890.

ON THE "ROYAL BLUE"

NEWSPAPER MEN MAKE FAST TIME
FROM THIS CITY TO NEW YORK.

Handsome Entertainment by Three Great Railroad Companies to Journalists and Their Ladies.

The Fastest Train
Ever Made.

Saturday was a record-making and record-breaking day, but that most fraught with interest and importance to the general public was the surprising record made by the "Royal Blue Line" train over the Baltimore and Ohio from Washington to New York. At 7:30 o'clock the train left the New Jersey avian station, having on board 150 persons, made up of Washington newspaper men and their ladies, who went as the guests of the Baltimore and Ohio, Philadelphia and Reading, and the Central Railroad of New Jersey. The run to Locust Point, Baltimore, a distance of 34 miles, was made in 43 minutes. Here additional cars were put on and over sixty Baltimore newspaper men and their ladies joined the party. The run from Canton to Philadelphia, a distance of 92 miles, was made in one hour and forty three minutes, the train arriving at 10 minutes past 10 o'clock. At Philadelphia a stop of fifteen minutes was made, and the party was increased by 130 ladies and gentlemen. Leaving the Quaker City at 10:25 a.m., directly west, it reached at 12:30, the run between these points being made in one hour and forty four minutes. The time from Washington to Jersey City was four hours and twenty-four minutes. This is unprecedented, and beats the celebrated trip made by Mr. Palmer's "American Jack" Company from New York to Philadelphia over the Pennsylvania Road. But it must be remembered that on that occasion every switch was spiked and all trains in opposite directions stopped, which incurred an enormous delay and expense, while in the present instance the regular business of the respective railroads had not suffered. All trains had been run over the road. There was no discomfort, but on the contrary, so smoothly did the Royal Blue Line cars run over one of the finest road beds in the world, that the passengers scarcely realized the great speed that was being made.

During the trip a superb lunch with liquid embellishments was served, and a pretty attention to the ladies was the presentation to each one of an exquisite bouquet of roses.

On the arrival at Jersey City the excursionists were met by a big crowd of men and women, who hustled them on board the boat. Luncheon was served on board, and after a run of fifty miles the party was taken on a special train over the Sixth Avenue Elevated Railroad. At Forty-second street the Washingtonians were met by a long line of carriages and taken to the Murray Hill Hotel, while the Baltimore and Philadelphia excursionists were received in the New Plaza Hotel. Excellent accommodations were provided at these, the first of Gotham's hosteries.

In the evening, by invitation of Nell Burgess and his manager, Dave Towler (a well-known Washington boy), a majority of the party went to the Union Square Theatre and occupied all the boxes (with the exception of one) and the choice seats in other parts of the house. They were not occupied by new or old constituents, but resident and Mrs. Cleveland, ex-Sherman and Mrs. Whitney, Colonel and Mrs. Lamont, and other distinguished personages. The performance of "A County Fair" now in its third year, was notable for its realistic stage settings and the splendid acting of power.

After a pleasant day yesterday the party at Jersey City at 7:30 o'clock in the afternoon and a fast run made under similarly pleasant circumstances to the outgoing trip. During the journey the following preamble and resolutions were passed with a whoop:

Whereas the Baltimore and Ohio, the Philadelphia and Reading and the Central Railroad of New Jersey have shown us, their hosts, the courtesy of the invitation to New York on the 11th and 12th of October, 1890, the most thoughtful and attention, anticipating every wish and leaving nothing undone to provide our guests for the moment of leave the National Capital; therefore, turn, spring neither expense nor trouble to render the said excursion memorable to all; be it

Resolved, That our thanks are due to the said railroad, and especially to the officers in charge, and be it further

Resolved, That having enjoyed a practical test of the unparalleled speed and comfort of the Royal Blue Line, which ran from Washington to New York in less than four hours and sixteen minutes, and as this line has revolutionized railroad travel by removing its disagreeable accomodations, we would like to make known to the traveling public that they may have an opportunity of enjoying the advantages offered by this really luxurious line which is so complete in all its appointments that it is nearly perfect as inventive skill and liberal expenditure can make.

The party was in charge of Messrs. Charles O. Smith, C. G. Mackie and H. P. Baldwin, the three managers of the agents of the respective roads, and of Mr. James M. Schryver, assistant general passenger agent; Mr. B. F. Hand, division passenger agent, Baltimore; C. R. Mackenzie, division passenger agent, Philadelphia, and Mr. Percy G. Smith, Washington city passenger agent. All of these gentlemen were indefatigable in their exertions for the comfort of their guests, the Washingtonians, however, will always have a warm place in their hearts for Percy Smith, who was immediately in charge of their cars, and who in a thousand and one ways showed his solicitude for their welfare, succeeding in his every effort. He was personally thanked by every member of the party and smiled most sweetly by the ladies. Conductor P. Jeffers had charge of the train and George Mol was the engineer that managed the iron horse that made the record run. There were several local men in the party, which included the following:

ROBERT WASHINGTON.

F. E. Lupton and wife, New York, *Evening Post*; Morris, Leonard and Blanche, *Evening Star*; Washington, J. A. Soule, Washington, *Advertiser*; H. L. Morris and wife, *Advertiser*; Paul Murch, New York, *Advertiser*; George C. Ross, Washington, *Advertiser*; Clifford Ross and wife, Jersey City, New Jersey; Charles S. Clark, Eliza Hall, Washington; Francis J. Van Saunt, Washington, *Advertiser*; A. Hamilton and wife, Philadelphia, *Advertiser*; S. M. Fay, St. Paul, *Advertiser*; John C. H. Jones, New Jersey; S. N. Clark and wife, New York; Edward E. Harriet and wife, Atlanta, Georgia; David Snowdon and wife, Atlanta, Georgia; W. F. Blum, Philadelphia, *Advertiser*; C. V. Hand and wife, Philadelphia, *Advertiser*; C. E. Pease, Philadelphia, *Advertiser*; William E. Austin and wife, Boston, *Advertiser*; W. B. Burrows and daughter, United Press.

framing together, and resisting spreading or splitting strains in collisions. It appears to effectively guard against the germs of telescoping. The construction by the way is being adopted on all the new cars of the Reading Railroad.

These cars are run on the line between Washington and New York, which runs a five-hour train each way daily, being the fastest train now run between these points. A pleasing feature of the Royal Blue Line is the entire absence of coal dust, cinders and smoke. This is owing to the fact that no soft or bituminous coal is used at the locomotives.

COLD-WATER PEOPLE.

THE FOLLOWERS OF RECHAB CONTINUE TO FLOURISH.

NANY Meetings in Many Tents—New Candidates Who Take the Pledge of Total Abstinence—Interesting Gossip.

The order of Rechabites is experiencing a boom, especially in the District. During the past week the meetings in all the tents were of unusual interest. Monday night Columbia Tent, No. 1 (the baby tent), initiated four members and will initiate six more this evening. This tent is having a new outfit of regal galls, capes, swords and badges made, which brand it as the most enthusiastic tent in this District.

Tuesday evening Salem Tent, No. 154, had a good meeting. Interesting remarks were made by T. Harris, Thomas W. Scott and others. The tent has decided to rent the new Masonic Hall in Anacostia, which will be ready for occupancy about November 15, for Tuesday nights.

Anacostia Tent, No. 138, had an enthusiastic meeting on Tuesday night, the principal speaker being delivered by Messrs. G. W. Shoemaker, J. H. Goldard and J. W. Tolson.

Union Tent, No. 87, continued to initiate candidates, three more being brought into the fold on Wednesday night.

Heber Tent, No. 19, the oldest tent in the District, continued to have good meetings. At their last one Past High Secretary E. E. Smith and Grand Visor and Lecturer W. M. Hall made remarks.

Cammack Tent, No. 26, junior, has removed to Fourth and East Capitol streets. They now number thirty-six boys, and are increasing at each meeting.

Capitol Tent, No. 19, junior, had an initiation at their last meeting, and now have about fifty members.

Nancy Tent, No. 3, ladies, had good meetings. On last Wednesday night remarks were made by Miss Rosa Poates, chief ruler; Miss Irene Roche, recording secretary; Miss Agnes Carter, past chief ruler, and others.

Cammack Tent, No. 56, has again started in to procure a membership of 100. They have an initiation at every meeting. Tuesday night they had remarks from Job Harris and others.

Cammack Tent, No. 56, has again started for a tour of visitations. He will visit tents at Troy, Ballston, Spa, Elmira, Waterloo, Ilion, Ithaca, Binghamton, Little Falls and other places in New York and the surrounding country. Tuesday night he had remarks from Job Harris and others.

SHOO REWARD.

No conjurors are the manufacturers of Dr. Sage's Caloric Remedy in their ability to cause nasal catarrh, no matter how bad or how long standing that they offer, in good faith, the above reward for a case in good condition. Remedy sold by druggists at fifty cents.

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Certainty Entitled to One.

From the Atlantic Constitution.

The Comte de Paris was a soldier in the Union army during the late insurrection. Now that he is on the ground, why should he not apply for a pension?

BOSTON STATE EXCHANGE.

The B. & H. Co. will sell exhibits to the Fair for all trains October 12 to 17th inclusive, valid for return until October 15th inclusive, at reduced rates, and receive \$1000.

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